



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H110995

Mode: Highway

Status: Submitted

US-401 (Louisburg Road)

From/Cross Street: SR 2224 (Mitchell Mill Road) / SR 2044 (Ligon Mill Road)

Specific Improvement Type: 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

To:

Project Category: Regional Impact

Length: 2

TIP#: FS-1205B

Fully Funded in Draft STIP? No

Cost to NCDOT: \$13,704,000

Description:

Convert At-grade Intersection to Interchange

Division(s): Division 5

County(s): WAKE

MPOS(s)/RPO(s): Capital Area MPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 62.82

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 68.15	Percent: 15% Points: 96	Percent: 15% Points: 95
Safety (10%) 66.65		
[Travel Time] Benefit/Cost (25%) 1.87		
Accessibility / Connectivity (10%) 100.00		
Totals: Weight: 70% Weighted Score: 34.17		

Division Needs Total Score: 20.67

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%) 66.65	Percent: 25% Points: 0	Percent: 25% Points: 0
[Travel Time] Benefit/Cost (20%) 1.87		
Congestion (V/C) (20%) 68.15		
Totals: Weight: 50% Weighted Score: 20.67		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	11
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	Yes
Volume (AADT):	40984.9
Capacity:	47517.18
Volume/Capacity Ratio:	0.86
% Autos:	96%
% Trucks:	4%
Truck Volume:	1556.38
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	100
Severity Index:	33.3
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	26
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	80
Actual Congested Speed:	25.91
Travel Time Index:	1.74

Project Benefits

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	1146000
Travel Time Savings for 30 Years (Autos):	1102481.36
Travel Time Savings for 30 Years (Trucks):	43518.64
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 5

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 5	100%	96	0
	0%	0	0
	0%	0	0
TOTAL Division Points		96	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Capital Area MPO	100%	95	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		95	0

Project Cost and Source

Construction Cost:	\$11,514,000	TIP Unit
Right-of-Way Cost:	\$2,190,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$13,704,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$13,704,000	